

Appendix F

**Cultural Resources Background Information
and Consultation Letter**

Appendix F

Cultural Resources at the S2GF Site

Regional Data Review

Ethnohistory

During late historic times, a Central Coast Salish speaking group occupied the project area and its vicinity (Von Krogh and Henning 1980). The Nooksack territory encompassed the three forks of the Nooksack River (from its headwaters in the Cascades to Bellingham and Chuckanut Bays), and the upper half of the Sumas and Salmon Rivers (Amoss 1972:9; Ruby and Brown 1986:152-153; Suttles 1990:454). The Sumas or MacQui band of the Halkomelem Indians resided around Sumas Lake southeast of Sumas Mountain, and along the Sumas River in British Columbia (Boas 1894:454; Hill-Tout 1902:406, 447; Suttles 1990:455).

The Central Coast Salish oriented their settlement-subsistence systems toward the riverine and inland environments in their territories (Smith 1950:336; Suttles 1990:457-459; Tremaine 1975:44). As with other groups in northern Washington and southwestern British Columbia, the Nooksack and Halkomelem relied on salmon as a staple resource (Bennett 1973:8; Suttles 1990:457; Tremaine 1975:44). They constructed weirs to trap the fish in shallow creeks and streams, and used nets and spears in river eddies and canyons (Richardson 1974:53).

Unlike other Puget Sound groups, the Central Coast Salish relied on terrestrial resources, rather than marine species, after salmon. The Nooksack and Halkomelem hunted land animals such as deer, elk, mountain goat, bear, porcupine, beaver, and marten (Amoss 1972:12; Boas 1894:459-460). They occasionally traveled to Bellingham and Chuckanut Bays to dig clams and harvest other species of shellfish (Amoss 1972:12; Richardson 1974:52; Tremaine 1975:44). The Nooksack gathered numerous plant resources including fern root, wild carrot, camas, wild onion, nuts, and berries (Amoss 1972:13).

The focus of the Central Coast Salish yearly cycle was the permanent winter village. Anthropologists noted two types of dwellings used by the Indians in the Puget-Fraser Lowlands area: the pithouse and the cedar longhouse. The Sumas area appears to contain the southernmost extension of pithouses recorded in the Puget Lowland (Tremaine 1975:54). Pithouses were round or rectangular semi-subterranean dwellings with post-supported pyramidal roofs. The posts and rafters were often painted or carved (Smith 1947:257; Tremaine 1975:54-55). Cedar longhouses typically had gabled roofs, horizontally-planked walls, and were large enough to house several related families (Amoss 1972:15; Reid 1987:51; Tremaine 1975:57).

Several researchers have documented Nooksack and Halkomelem villages and toponyms (place names) in the vicinity of Sumas. "Sumas" means "land without trees" to the Nooksack Indians; the Chilliwack band of the Halkomelem referred to the Sumas River as *Sumatz staala*. A major village, *Kwaenec*, was located at the present site of Everson, and the prairie approximately one-half mile to the east of this village was known as *Kwiltellumun*. Other prairies include *Hoomalsomelp*, located two miles south of Sumas; *Yuchwunnehukw*, one mile southeast of Sumas; and *Neseesaahk*, near the mouth of Johnson Creek at the corner of Mitchell and Gough Streets in Sumas. A village, *Temixwten*, was located near the mouth of Johnson Creek at the east end of Sumas. Another Nooksack village called *Temixwten*, located on Sumas Prairie one mile southeast of Sumas, had close ties with a nearby Sumas Tribe village, *Semaath*.

Several tributaries of the Sumas River were named: *Kohyotl*, an unnamed creek near the town of Nooksack; and *Tummehwtan*, known today as Johnson Creek. Indian houses and a fish trap were constructed, and lily and camas were gathered at *Ts'tsoolesem*, located near the intersection of Clearbrook Road and the former Chicago, Milwaukee, St. Paul and Pacific railroad grade (Galloway and Richardson 1983; Jeffcott 1949; Richardson 1974; Roth 1926; Wells 1987).

History

The first Europeans to explore Puget Sound and its shorelines were members of Captain George Vancouver's voyage of discovery along the western coastline of what is today known as the Pacific Northwest. In 1792, after exploring Puget Sound for two months, Vancouver stepped ashore in the vicinity of present-day Everett, Washington, to claim the land for King George III (Johansen and Gates 1967:46-47).

Whatcom County was first surveyed in the mid-to-late 1870s. Exploration and travel in the area dates back to the 1820s when Europeans, members of the Hudson's Bay Company, moved through the county by river and trail between Fort Vancouver and the Company's fort on the Fraser River in British Columbia (Royer 1982:11-12).

In the early 1850s, the first loggers and settlers began to lay claim to lands along the Nooksack River. The river provided a means of transportation to move pedestrians, supplies, and products in and out of the Nooksack Valley. Settlement of the upper Nooksack Valley began following the 1858 construction of the Whatcom Trail, which ran from the coastal town of Bellingham through Sumas, on the Canadian border, to the gold fields on the Fraser River. The Whatcom Trail was expanded in the 1860s in conjunction with the development of the Whatcom Telegraph road. The Telegraph Road passed to the southeast of the eventual site of Sumas, Washington (Siegel 1948:9).

As the supply of timber in the easily accessible coastal areas was exhausted, loggers and settlers moved inland. The first settler to homestead in the vicinity of Sumas was R.A. Johnson, who arrived in 1871. Around Sumas, the sequence of land use normally encountered in the Puget Sound region was reversed. Settlers arrived first and were followed in the mid-1880s by loggers. Although the word Sumas means "land without

trees" in local Native American language, trees were plentiful. Early settlers burned most of the timber they cut in the land-clearing process. There were no sawmills within short distances, nor efficient means to move timber longer distances for milling. Local use of the timber was limited to the cabins, barns, and fences needed for farms (Roth 1926:859; Scott and Turbeville 1980:23).

By the late 1880s, increased availability of steam power to operate local sawmills placed timber harvesting on a commercial footing. Local loggers moved cut timber along "skid" roads with teams of oxen, and later with horses. Small local sawmills supplied the increasing population of Sumas and other small communities in the immediate area with finished lumber to build houses, stores, and other commercial buildings (Scott and Turbeville 1980:23).

Steam power and improved sawmill equipment increased the efficiency of timber harvesting, but the main impetus to growth in this industry, indeed the region, was the coming of railroads. Logging railroads, short in length and temporary in nature, were able to move larger timber longer distances, and at less cost than earlier methods. Cut timber could be yarded, loaded onto railcars, and moved quickly and efficiently to large sawmills consolidated at central locations. By 1892-93, a year after its incorporation in 1891, Sumas was linked with Seattle by the Seattle, Lakeshore, and Eastern railroads, later absorbed into the Northern Pacific Railroad. Eventually, Sumas would be served by three major railroads: the Milwaukee Road, the Northern Pacific, and in the 20th century, the Burlington Northern Railroad (BNRR). A spur from Sumas crossed the Canadian-United States border to connect with the Canadian Pacific Railroad. Markets for lumber and shingles finished in the Sumas mill were now accessible by rail (Scott and Turbeville 1980:24-25; Roth 1926:859-860).

During the boom years around the turn of the century, dairying, poultry breeding and raising, berry and fruit growing, and vegetable truck farming became the backbone of the regional economy. The growing populations in Puget Sound urban centers like Seattle provided markets for all that the area could grow. Sumas was the dairy center of Whatcom County, and by 1900, the county had 4,154 dairy cattle. In 1925, the county became the leader in Washington in the number of dairy cattle producing milk and other dairy products (Scott and Turbeville 1980:128-129; Koert and Scott 1982:17; Roth 1926:863).

The hills east and southeast of Sumas contained mineral wealth of various kinds. Throughout the early history of the area, miners dug coal, gold, and silver from nearby mines. Lime, used to produce Portland cement, was quarried near Silver Lake and shipped to plants along the coast. The clay deposits in the county have been used extensively from 1890 to the present for a variety of products including bricks, drainage tiles, and pottery (Scott and Turbeville 1980:51&67; Roth 1926:863).

Site Data Review

Previous Work

Archaeologists conducted three investigations in the immediate vicinity of the project area. NWAA assessed the Sumas Cogeneration facility and pipeline route, and recorded three prehistoric sites along the right-of-way bordering the Sumas River. Two of these sites, 45WH85 and 45WH86, had been previously recorded and contained debitage, groundstone tools, and thermally altered rock (Campbell 1990:6). The newly recorded site, located 50 to 100 feet north of 45WH86, was comprised of debitage, thermally altered rock, groundstone, a cobble, and an unidentified bone. A second survey of an alternate route for the pipeline yielded no cultural materials (Miss 1991:3). In 1997, AHS conducted a survey of portions of State Route 542 that overlap with the project area. No historic properties were recorded during this survey (Robinson 1997).

Background Research

HRA conducted background research and field surveys in 1995 and 1998 for the S2GF. Figure F-1 shows the 1995 and 1998 survey areas and the potentially historically significant railroad grade. HRA personnel examined Whatcom County archaeological survey and site records on file at the OAHP and reviewed pertinent archaeological, ethnohistorical, and historical literature available at the Special Collections Library at the University of Washington and other regional sources. The background research revealed no archaeological or historic-period sites within the project area.

In 1999, Dames & Moore conducted background research and a field survey for the proposed transmission line upgrade. Dames & Moore personnel examined site records and cultural resources reports on file at the OAHP. Sites within one mile of the transmission line upgrade were located. The background research revealed no archaeological or historic-period sites directly in the path of the transmission line upgrade.

Field Surveys

HRA surveyed the powerplant portion of the project area in 1995 and two alternative electrical transmission line corridors in 1998. Before each field survey, HRA examined 7.5-minute quadrangle maps of the project area to identify geomorphic features and areas of potential archaeological and historical sensitivity. Portions of both survey areas were characterized by very dense vegetation that severely limited ground visibility, making it nearly impossible to identify archaeological remains during surface inspection. To ease this source of inventory bias, where less than 50 percent of the surface was visible, the archaeologist used a trowel to clear 1-square meter exposures every 100 meters to examine the soil for cultural remains. The archaeologist also deviated from survey transects in low-visibility areas to inspect soil exposures associated with heavy equipment disturbances, stream cutbanks, windthrown trees, molehills, etc. HRA recorded survey information in a

field notebook and photo-documented the field survey using black-and-white and color print film.

Dames & Moore surveyed the proposed transmission line upgrade in 1999. Before the survey, Dames & Moore examined 7.5-minute quadrangle maps of the project area to identify geomorphic features and areas of potential archaeological and historical sensitivity. As the only ground disturbing activity for the proposed transmission line upgrade will be limited to the placement of new power poles, Dames & Moore limited the survey to the proposed pole locations. A Dames & Moore archaeologist checked each pole location for cultural materials, noting the soil type, color, and rock content. If ground surface visibility was less than 50 percent at a pole location, a shovel was used to clear an area to reveal the soil. Poles located in areas that showed obvious evidence of disturbance (extensive trenching, development, paving, existing pipelines or other buried cable) or located on steep slopes, made the likelihood of locating intact cultural materials minimal. The disturbance was noted for that pole number on the field form, and soil information was not collected. In addition to pole locations, opportunistic exposures (roadside trenches with exposed cutbanks, recently plowed fields) were examined for cultural materials. Dames & Moore recorded survey information on the field forms presented in Appendix D-1 of the ASC.

1995 SE2 Facility Survey

An HRA archaeologist surveyed the powerplant portion of the project area during November 20-21, 1995, using pedestrian survey at a 20-meter transect interval. In areas characterized by imported fill deposits, the surveyor used a 10-centimeter diameter manual auger to probe for buried cultural deposits. HRA personnel excavated auger tests in 20-centimeter levels, and screened sediment matrix through one-eighth-inch wire mesh. The surveyor used copies of the project site map, pacing, and a compass to plot the location of an isolated lithic artifact and other environmental features encountered during the course of the survey. Auger tests placed at 10-meter intervals around the isolate did not produce any other cultural material. Additional archaeological investigations in the vicinity of the isolate are unlikely to result in the identification of additional important archaeological remains. Results of this survey are fully documented by Stutzman, Goetz, and Warner (1995).

1998 Transmission Line Survey

An HRA archaeologist surveyed the preferred transmission line corridors on October 2, 1998. The survey area was 50 feet wide and the archaeologist used a survey transect interval of five meters. The survey area was characterized by dense surface vegetation and slash from previous logging that greatly reduced surface visibility. The archaeologist examined 1-square meter trowel-scraped areas as well as exposed cutbanks along an unnamed tributary to Johnson Creek. Sediments in the survey area consisted of sandy silt with subrounded-to-rounded gravel inclusions. Also along the banks of the unnamed drainage, the archaeologist excavated 6 auger tests to identify potentially buried cultural

deposits. HRA also surveyed the approximately 0.5-mile long, 50-foot wide corridor and documented segments of an historic-period railroad grade.

1999 Transmission Line Upgrade Survey

A Dames & Moore archaeologist surveyed the S2GF to Custer and S2GF to Bellingham transmission line upgrade routes during October 19-22, 1999, checking the proposed pole locations for cultural materials. Both routes were primarily located in rural agricultural areas with occasional houses and neighborhoods. Crops and pastures lined the roadsides. Recently plowed fields provided excellent surface visibility, but in pastures shovel scraping was used to reveal the soils. Roadside ditches often revealed the stratigraphy of the area, but in many cases the ditches were deeply excavated, thoroughly destroying any potential for observing intact cultural materials. Soils in the area were primarily silt, sometimes mixed with sand but more often with a small amount of clay. Rocks in the area tended to be small subrounded-to-rounded pebbles, with higher percentages of rock content being the result of mixing the natural soils with roadside gravel fill. Particular attention was paid to the Nooksack River crossing alternatives on the S2GF to Bellingham route.

Inventoried Cultural Resources

Although some portions of the transmission line upgrade project areas had moderate to high potential for archaeological sites, no cultural resources were observed during the 1999 Dames & Moore survey. The survey methodology limited the survey only to those areas that will be directly affected by ground disturbing activity. Therefore, any archaeological sites that were not located by the survey, but are located near the project area, would not be affected by upgrading the transmission lines.

As a result of the 1995 field survey, HRA documented one prehistoric lithic isolate in the northern half of the project area, which is not believed to be eligible for listing in the National Register. The 1998 survey recorded segments of a historical railroad, which maintains integrity of workmanship and setting. It may be eligible for the National Register based on the importance of the railroad to the Sumas region (National Register criterion A).

Most of the railroad segments are still in use as siding track by the Burlington Northern Railroad (BNRR). One track segment, located just south of the U.S./Canadian border where the two transmission line alternatives share their route, has been cut off from the rest of the line by the paving of Kneumann Road. The railroad crossing has been removed as one piece and has been placed on top of the remaining tracks. One of the rails in this area is inscribed with "8504 ILLINOIS STEEL Co. SOUTH WORKS 1907." Mr. Rod Fadden, a City of Sumas representative, confirmed that the tracks had originally been laid around the turn of the century to connect the Sumas area with Bellingham.

A wooden railroad trestle bridging an unnamed drainage is located just south of Kneumann Road. A second track segment, located north of Third Street between Bob Mitchell Avenue and the northeast-southwest trending BNRR tracks, has been removed; the area just west of Bob Mitchell Avenue has been graded. The archaeologist noted four telephone or telegraph pole bases adjacent and to the west of the grade where the tracks have been removed.

These railroad segments appear as early as 1908 and as late as 1972 on U.S. Geological Survey (USGS) maps of the Sumas area. Preliminary research at the Special Collections Division of the University of Washington's Suzzallo and Allen Libraries indicates that the tracks originally formed the main line of the Bellingham Bay & British Columbia Railroad (BB&BCRR) route between Bellingham and Glacier, Washington. After the line's completion on March 1, 1891, the railroad moved freight and passengers to the Sumas area as well as north into Canada via the Canadian Pacific Railway, and had connections with the rest of Washington State via Bellingham. The BB&BCRR also constructed other spur lines and sidings in Whatcom County totaling more than twenty miles. In 1906, the BB&BCRR moved over 238,000 tons of freight and carried 78,789 passengers. Sometime before 1916, the BB&BCRR name was changed to the Bellingham Northern, which was purchased by the Chicago Milwaukee and St. Paul Railroad (CMStPRR) in 1918.

A railroad strike in 1893 brought hard times to the railroad companies and to the economy of Sumas, but by 1897, with gold strikes in the Klondike and the Mount Baker district, rail traffic in the Pacific Northwest boomed again. Transportation was important to many of Sumas' industries by the mid-1920s; the Northern Pacific, the CMStPRR, and the B.C. Electric moved dairy, poultry, hops, and fruit from the local farms, and rock, coal, and lumber from the foothills of Sumas to markets throughout Washington (Edson 1968:248-249; Hyde 1990:180; Jones 1958:137-144; Jukes et al. 1951:10-12; Railroad Commission 1909:5; Roth 1926:863).

Consultation with Native Americans

SE2 submitted a letter on November 2, 1999, to the Nooksack Tribe requesting Tribal comment on the proposed action. The Tribe has indicated to SE2 that it has no concerns about the project.

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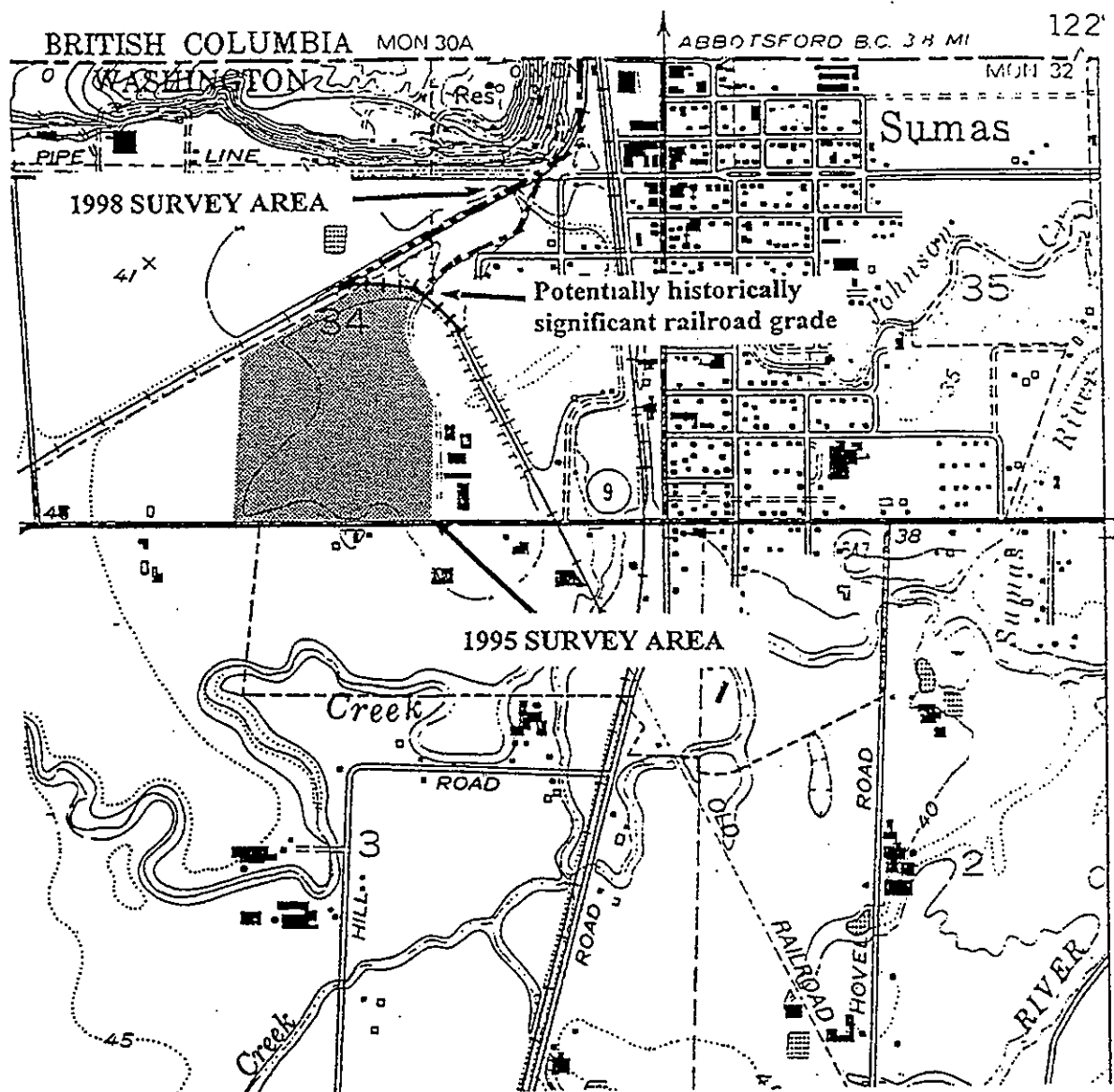
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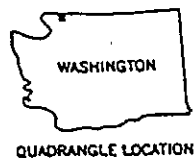
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U.S.G.S. 7½' Topo Quad Sumas, Washington 1952 (photorevised 1994)
 Section 34 Township 41 North Range 4 East
 County Whatcom



QUADRANGLE LOCATION

EFSEC/Sumas
03/04/00

Source: Dames & Moore

Figure F-1
Cultural Survey Areas and Potentially Significant Historical Railway

SUMAS ENERGY 2, INC.

335 Parkplace, Suite 110 • Kirkland, Washington 98033 • Phone: 425-889-1000 • Fax: 425-803-6902

July 7, 1999

Nooksack Indian Tribal Council
Mr. Art George, Chair
PO Box 157
Deming, WA 98244

Subject: Sumas Energy 2, Inc. Project


Dear Mr. George::

Sumas Energy 2, Inc., a subsidiary of National Energy Systems Company (NESCO), is planning to construct a gas-fired power plant on a 20-acre parcel at Sumas, located north of NESCO's existing facility. This plant is situated along State Route 9, west of Bob Mitchell Avenue, and south of the Burlington Northern Railroad (BNRR) tracks. An enclosed map shows the location of the Project Area.

Sumas Energy 2, Inc. contracted with Historical Research Associates, Inc. (HRA) for background research and surveys of the Project site in 1995 and 1998. We are enclosing a copy of each report for your review. These surveys revealed two cultural resources: an isolated stone flake and a section of historic railroad. HRA concluded that the proposed Project would have no impacts on cultural resources eligible for listing in the National Register of Historic Places.

We would like to know if the Nooksack Indian Tribe has concerns about any cultural resources, natural resources, or tribal treaty rights or activities that might be impacted by the proposed Project. Could you please review the enclosed materials and let us know by August 13, 1999 if you have concerns about the proposed Project. We will be pleased to meet with you in your tribal office or provide a field trip to the Project site. Please let me know if you would like a meeting or a field trip.

Very truly yours,



David N. Eaden, VP
Engineering & Construction
Sumas Energy 2, Inc.

DNE:bb
enclosure

SUMAS ENERGY 2, INC.

335 Parkplace, Suite 110 • Kirkland, Washington 98033 • Phone: 425-889-1000 • Fax: 425-803-6902

November 2, 1999

Mr. Art George, Tribal Chairman
Mr. Bob Kelly, Director, Natural Resources
NOOKSACK TRIBE
P.O. Box 157
Deming, WA 98244

**RE: SUMAS ENERGY 2, INC.'S PROPOSAL TO BUILD A 660 MEGAWATT
NATURAL GAS FIRED POWER PLANT IN SUMAS, WASHINGTON, THE
WASHINGTON ENERGY FACILITY SITE EVALUATION COUNCIL
PROJECT REVIEW, AND DRAFT ENVIRONMENTAL IMPACT
STATEMENT**

Dear Art and Bob:

In the past several weeks, John Rivers and I have called to speak with you. However, we have been unable to talk with you to date, so we thought a letter might be more effective.

You are probably aware of our proposal to build a second electric generation facility in Sumas just north of our existing 135 megawatt power plant that is owned by one of our affiliate companies, Sumas Energy, Inc. During the development of the first project in 1992-1993, Mayor Bob Mitchell worked with the Nooksack Tribe and kept you informed of project activities.

EFSEC Project Review Process

Sumas Energy 2, Inc. is in the process of amending its original Application submitted to EFSEC in January, 1999 and through its consultant, Dames & Moore in Seattle, Washington, is preparing a Draft Environmental Impact Statement which will be available for public review in January, 2000. In August, 1999 EFSEC made a "Determination of Significance" and completed the Scoping Definition of the Environmental Impact Statement last week.

Participation In The Project Review

We would like to meet with you, if you feel it would be beneficial, to discuss our proposal and find out if you have any concerns, problems or questions regarding the project. There is a great deal of project information already available on our proposal in the EFSEC Application. It can be reviewed at the City of Sumas City Hall in Sumas and at the Whatcom County Regional Library in Bellingham. EFSEC also has a website which contains our Application.

Potential Impacts On Nooksack Tribe

We are not sure what issues you may be interested in or if you want to participate in the future project review proceeding conducted by EFSEC. However, we are available to get together at your convenience and brief you on the project. You may also decide that it is not necessary to meet with us or officially respond to my letter. You can call EFSEC directly by contacting Mr. Allen Fiksdal, Executive Director, at 360-956-2152.

If we do not hear back from you by phone or in writing within the next ten (10) days (by November 15, 1999), we will assume that you do not need to meet with us at this time and you do not have any significant issues or concerns with our proposal. There will be ample time for you to participate in the Draft Environmental Impact Statement review and the public hearing processes that will begin early next year.

I trust the foregoing has been helpful and that you will call me if you have any questions. I have enclosed several general information documents prepared by Sumas Energy 2, Inc. and EFSEC that I thought might be useful.

Thank you for your consideration.

Respectfully,



Bruce Thompson
Senior Vice President

BT:ls

cc: D. Jones, NESCO
J. Rivers, NESCO
D. Davidson, CofS
A. Fiksdal, EFSEC
C. Blumenfeld, PC

C. Martin, NESCO
D. Anderson, NESCO
K. Chaney, D&M
I. Makarow, EFSEC
K. McGaffey, PC

D. Eaden, SE2
D. Peterson, Mayor CofS
T. Pors, FP&S
G. Bailey, J&S
B. Mitchell, RM

SUMAS ENERGY 2, INC.

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December 6, 1999

Mr. Bob Kelly, Director Natural Resources
NOOKSACK TRIBE
P.O. Box 157
Deming, WA 98244

**RE: ACKNOWLEDGEMENT VIA PHONE VOICE MAIL TO SUMAS ENERGY 2,
INC. ON DECEMBER 3, 1999 THAT THE NOOKSACK TRIBE HAS NO
CONCERNS WITH THE PROPOSED 660 MEGAWATT POWER PLANT IN
SUMAS, WASHINGTON**

Dear Bob:

Thanks for leaving the voice mail message for me on December 3, 1999 regarding my November 2, 1999 letter to you and Art George, Tribal Chairman. I had tried to reach you on the phone several times but was not successful.

I understand how busy things can get. We appreciate the comments that you made that the Tribe is well informed about our proposal and does not need any additional information at this time. The Revised EFEC Application and the Draft Environmental Impact Statement will be filed in early January, 2000. If you would like copies of either of the documents, please let me know.

Lately, I have been visiting Sumas on a weekly basis to work on the project so I can arrange to meet with you in Deming. I will call to set up a meeting in the next couple of weeks. It is possible that EFSEC may want a formal letter advising them that you do not have any significant issues, comments or concerns with our proposal. I will try to find out what EFSEC would like to have you do in this matter. I will keep you advised.

Thank you again for your consideration.

Respectfully,



Bruce Thompson
Senior Vice President

BT:ls

cc: D. Jones, SE2	J. Rivers, NESCO	D. Davidson, CofS	A. Fiksdal, EFSEC
C. Blumenfeld, PC	C. Martin, NESCO	D. Anderson, NESCO	K. Chaney, D&M
I. Makarow, EFSECK.	McGaffey, PC	D. Eaden, SE2	D. Peterson, Mayor CofS
T. Pors, FP&S	G. Bailey, J&S	B. Mitchell, SD	